NOTES ON EDUCATION.

Professor Vickroy, of St. Louis, recently read a paper before the Society of Pedagogy of that city on "Primary Reading," in which he said: "Failure to gain success in teaching arises from faulty methods and a want of systematic presentation of the subject. The oral analysis of speech should be the teacher's first work. Sounds are first and letters second. The sounds of the English language have a natural order, and this order forms a good basis for systematic instruction. The primary vowels should be taught first, the children being made to repeat the sounds after the teacher until they are clearly recognized and may be readily produced by all. To be able to utter and distinguish the vowels with facility is the first and only sure step toward a mastery of the English tongue. The pronunciation of the consonants, separately and in groups, was then explained in a similar way to that used with the vowels."

The annual meeting of the Massachusetts Society for the University Education of Women took place last week in Boston. An interesting report of the movement in Europe and America for the higher education of women was presented by the Committee on Correspondence, from which the following extract is taken: "It is painfully evident that the privileges that are open to women are not used as generally as is desirable for the best good of society. This appears to be specially true in Italy. In other localities superior advantages, which for twenty years have been open to women, have recently been almost completely closed to them. Such for instance as the opportunities for instruction and observation in the great hospital of Vienna. Official recognition and instruction by the professors may no longer be obtained. Private lessons can be taken from such of the assistants as choose to give them. The University of Leipsic withholds the rare privilege which a few women at one time enjoyed. Possibly there may exist an indifference or at least a negative attitude of mind among the educated women of these countries as to the value of this SPECIAL FEATURES OF superior mental discipline to be home-keepers. It cannot be expected that the great universities and schools of Germany will consider the convenience and desire of foreigners to avail themselves of their privileges unless their own women first are persistent in their demand that for them the highest is also the best. The sum of disciplinary training in schools is doubtless much the same in all enlightened countries. We wish to teach our youth by long years of drill, to concentrate their attention upon worthy objects, to tram their faculities to be alert and equal to the emergencies of file, to see developed a mental poise and a spiritual insight, and to see these results in our daughters as well as our sons. The majority of parents adopt a course of training for their sons that has proved fairly efficient and reliable, and something entirely different for their daughters, that is neither training nor discipline. But in this country and Eughand there has appeared a decided awakening to the inconsistency and interestable and in the facts which will be presented in relation to the facts which will be presented in relation to the development of the higher education in Great Britain, and to the very interesting report of the work American girls are doing, not only as students in the classies, but as teachers in our fitting schools and professors in our colleges and universities."

From the statistics of illiteracy given in the conand desire of foreigners to avail themselves of their From the statistics of illiteracy given in the con-

eus of 1880 it appears that the range of illiteracy among the whites of fifteen ex-slave States is from 8.1 per cent in Maryland (the most northerly of the late slave States) to 31.5 per cent in North Carolina, and the average 20 per cent. The range of illiteracy among the colored people in the same States is 53.9 per cent in Missouri, to 81.6 per cent in Georgia, with an average of 72 per cent for the whole. In the twenty-three remaining States-all of them being in the North and West-the average of illiteracy among the whites is a little over 5 per cent, and among the colored population a little over 30 per cent. Oregon shows the lowest percentage of illiteracy among the whites, being only 3 per cent, while that of Khode Island is the highest-10.9 per cent. The ratio in Illinois is 5.9 per cent, in Iowa cent. The ratio in Illinois is 5.9 per cent, in Iowa 3.8, in Indiana 3.7 and in Nebraska 3.5. As a general rule, the new Western States show a higher average of intelligence—which is, no doubt, due to the general enterprise of those States, as well as the fact that so large a proportion of the population are adults, though something may be due to imperfect statistics. The lowest ratio of liliteracy among colored people is in Massachusetts, which reports 15.1 per cent, while New-tiampshire comes next with 15.8 per cent, and Delaware stands highest, with 57.5 per cent, or over one-half of its colored population unable to read and write. The ratio in Illinois is 37.2 per cent, or a little over one-third.

A Southern gentleman, in a letter to The Newans Times-Democrat deplores the fact that culture is waning in the South. "Time was," he sos, "when an educated Southern gentleman meant the peer of the educated gentleman anywhere. Nor did blench, in comparison, as to 'culture' and scholarship,' (which, whatever your 'practical men' man may say, will always be ranked highly by the highest types of civilization) with the graduate of Harvard or of Princeton. But we fear it is not so now. Poverty seems to have made our people so intent apon retrieving their fortunes and 'developing their material resources,' that no education oping their material resources, that no education is much valued that does not seem to tend directly to those ends. We say directly, for no student of history doubts that, in all times and countries, those ends have been best and most certainly reached by the most enlarged and liberal education and culture of the intellect, rather than the physical forces of a people. But the masses are narrow in view and jealous of superior culture; taxes are in some Southern States heavy; and, above all, demagogues are mighty."

A bill is to be introluced in the Indiana States.

A bill is to be introduced in the Indiana State egislature to endow the State University. In the February number of The Popular Science Monthly, Professor Youmans discusses the evils of "machine" education. By this term, he says, "we mean the rigid, mechanical, law-established routine applied to great multitudes of children of all conceivable sorts who are got together in large estab lishments and submitted to operations that go under the name of mental cultivation. Machine education is of the very lowest sort, and the best that can be said of it is that it is barely better than nothing at all. The worst difficulty is, that it is not capable of provement. The method itself is radically false so that the improvements of it but make it worse. At the same time it borrows influence from its enormous extension and the authority by which it is enforced. The education-factories run in series, each has a complex grading, and the different institutions are intimately belied with each other and all driven by the motive power of legislation. As might be expected, the whole system is run with a view to popular effect, which is necessarily fatal to

The West Virginian is responsible for the following in reference to the University of West Virginia : "We were told recently that a student of the university at Morgantown, desiring to read the life of Charles Sumner, applied to Professor Harvey, the librarian, for the same. He was told that the book was not in the library, but that if it were be could not get it, as he, Harvey, regarded it as not being a fit book for him to read. Of course not. It is a text-book of patriotism, liberty, philanthropy and correct politics. It teaches loyalty and calls treaton by its proper name; therefore the young Virginians ought not to read it."

From the last report of the Massachusetts State Board of Education, just issued, the following is taken: "The number of high schools in the State is 221; an mercase of six during the year. Whole number of pupils in the high schools, 19,256; an increase of 356. The number of high school teachers :s 605, making ten more than reported last last year. The number of towns maintaining high ols is 202; of this number, 69 towns are not required by law to maintain such schools. The fact that so large a number of towns voluntarily support high schools is important. It shows that secondary instruction is in great favor with the people. There are ten cities and towns supporting more than one high school. The present population of the State is 1,783,086. Of this number 1,619,636, or over 90 per cent of our people, are residing in towns maintaining high schools. The number of teachers now teaching in the State who have attended our normal schools is 2,416, an increase for the year of 180. These teachers are doing much to improve the schools by their superior methods of teaching, and by the marked devotion which they give to their work." tarily support high schools is important. It shows

The annual report of the superintendent of public achools for Missouri shows that during the year there was very little infliction of corporal punishnent, although suspensions were quite numerous Expulsions were rare. Transfers were numerous also. The health of the pupils was good and acci-dents to them while attending school were quite rare. In the colored schools the girls predominate over the boys, and in the higher grades of the white

district schools the girls are most numerous. This is due to the fact that the largest number of pupils attending the public schools come from the poorer classes, and the boys are compelled to leave school after having obtained only the rudiments of an education. In the grand total of day and evening school attendance the boys are but a few hundred ahead. In the evening schools there are more boys than girls attending, and the reason is plain. For the character of the pupils in the public schools nothing can be said too good. The small number of cases of corporal punishment speaks well for the conduct of the children and for the disciplinary powers of the teachers. So also does the number of pupils who attended regularly and the large number who were punctual. The average attendance of the pupils was very fair, and, considering the average of pupils to each teacher, the work of the teacher in producing such excellent discipline among the pupils has been highly successful. cation. In the grand total of day and evening

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and 4 to rest Bloddwa, and at the principal hotels. Nes 1 N.Y. Transe Company will call for and cheez baseage from hotels or residence to desination. II. P. BALDWIN, Gen. Pass. Agent.

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For Freehold, via C. R. R. of N. J., 5, 8:15, 11:15 a. m., 4, p. m. For Keybort, 8, 8:15, 11:45 a. m., 18:0, 4, 4:45, 6 p. m. For Atlantic Life Vinciand, Bridgeton &c, 14:45 p. m. For Atlantic Life Vinciand, Bridgeton &c, 14:45 p. m. H. F. BALDWAN, J. E. WODL, J. F. RANDOLPH, 2 P. A., C. R. R. of N. J. G. P. A., P. R. R. Sup't-

m.delight, Sullicays, 0. 5-5-10-28, 6-45, 8-40, 11:30 a.m., moght.

Newark and Paterson via Nowark, 6-45, 8-40, 11:30 a.m., 3-10, 4-20, 5-20, 6-10, 7-30 p. m., and 12 midnight saturday nights only. Sundays, 9-12 a.m., 3-10, 6-30 p.m., sudern, 0, 7-50, 10:20 a.m., 14-5, 3-50, 5, 0-10, 7-15, p. m. and 12 misnight Sundays, 9, 8-30, 10:20 a.m., 14-5, 8-30 p.m., and 12 misnight Sundays, 9, 8-30, 10:20 a.m., 14-5, 8-50 p.m., and 12-30 a.m., 4-80 p.m. 1 46, 6.50 p. m. and 12 midnight.

Warwick, 7.50 a. m. 4.50 p. m.

Newburg and corewait, 750, 9 a. m., 3:30, 4:30 p. m. Sunday, 8:30 a. m.

Inonicont and Kingeton, 9 a. m., 3:30 p. m. Sunday, 8:30 a. m.

Goshen, 6, 7.50, 9, 40:20 a. m., 3:30 p. m. Sunday, 8:30 a. m.

Goshen, 6, 7.50, 9, 40:20 a. m., 3:30 p. m. Sunday, 8:30 a. m.

Sundaya, 6, 8:30, 10:20 a. m., 6:30, 7 p. m.

The 9 a. m. and 4:30 p. m. The 9 a. m. and 4:30 p. m. trans connect with Midhand Reirroad at Main at.

Port Jerris, 7:50, 9, 10:20 a. m., 4:00 d. 7, 7:15 p. m. Sundays, 8:30, 10:20 a. m., 6:30 and 7 p. m.

Boats a see 2.31 at. quarter of and quarter after each hour from 5:45 a. m. 09:45 p. m. and at 10:45 and 11:45 p. m.

Tickets for passage and for aparteness in Drawing room and Sleeping Coaches can be obtained and orders for the checking

Tickets for passage and for apartments in Drawing room and sleeping Coordens can be obtained and orders for the checking and transfer of longuage may be left at the Company's Offices, Nos. 461, 401 or 1897 trondway, 187 West at., N. Y., No. 2 Court-at. Brooklyn, or at the Company's Depots, Emigrant Agracy, No. 5 hattery place. Express trains from the West prince. Express trains from the West arrive in New York at 7:23 and 11:25 a.m. and 10:10 p.m.

No. N. ABBOTT, God'l Pass'r Agent, New-York.

Nor PHERN RAILROAD OF NEW-JERSEY
Trains leave for Englewood Closter, Piermont and Nysek
7, 8:50, 10 a.m., 1, 2, 4, 4:50, 5:30, 6:40, 8:30 p. m., 12 undnight. Sundays, 9a.m. and 6:45 p.m.
Nanuet Spring Valley and Monsey, 7, 10 a.m., 4:50 p. m.
Sundays, 9a.m.
JNO. N. ABBOTT, Gen'l Pass'r Agent, New-York.

FOR NEW-HAVEN.—Steamers leave Peck Sup at 3 p. m. and 11 p. m. (Sundaya excepted). 11 p. m. steamer arrives in time for early trains North and East. EHIGH VALLEY RAILROAD .-- Passenge Litrains leave depois foot of tortlandt and Dasbrosses ats, at 7:00 a.m., 3:40 and 7 p. m. for Easton, Bethlehem, Allendown, Reading, Manch Chunk, Wilkesbarre, Torvanda, Waverly, Ithaca, Geneva, Lyon, Buffalo and the West, Pullman through coaches run daily, Local trains at 5:40 p. m. for Easton, Bethlehem and Copiay.

Trains leaving at 7:20 a.m., 1 and 3:40 p. m. connect for all points in Mahanov and Hazelton coal regions. Sunday train local for Mauch Chunk, 8:10 a.m. Leave Match Chunk at 4 p. m. p. m. General Eastern Office, corner of Church and Cortlandt-sta E. H. BYINGTON, G. P. A.

NORWICH LINE
To Boston, Worcester, Nashus, Portland and the East
The new Iron Stephy Op WORCESTER,
Without exception the most eigenate to at on the Sound, and
the favorite
LITY OF NEW YORK,
leaves Pier No. 40, North Rilver, loot of Watts-st. next pier
above Pier No. 40, North Rilver, loot of Watts-st. next pier
above Pier No. 40, North Rilver, loot of Watts-st. next pier
above Pesticosson St. Ferry, daily, ercept Sundays, at 4:30 p.m. DENNSYLVANIA RAILROAD.

PENNSYLVANIA RAULROAD.

On sud after December 4, 1882.

GRAT TRUNK LINE

AND UNITED STATES MAIL ROUTE.

Trains leave New York, via Desbrosses and Courtlandt Streets Ferrice, as follows:
Harristyng: Pittsburg, the West and South, with Pullman Palace Cars attached, 8a, m., 6 and 8 m. m. daily, New-York and Chicago Limited of Parior, Dinling, Smoking and Siegeling are at 9 a, m. every day.

Williamsport, Lock Haven, 8 a m., 8 p. m.; Corry and Erle at 8 p. m., connecting at Corry for Thusville, Petroleum Centre, and the Oil Regions.

Baitimore, Washington and the South, "Limited Washington Express" or Pullman Parior Cars daily, except Sunday, 10 a. m.; arrive Washington 4 p. m. Regular, via B. and P. R. B. 4 to 15 and 8 30 a. m., 24 and 9 p. m., and 12 night; via B. and O. E. B., 1 and 7 p. m., and 12 night.

Sunday, via B. and P. R. R. 5 a m., 9 p. m., and 12 night; via B. and O. E. R., 7 p. m. and 12 night.

For Atlantic City, except Sunday, 5:15, 11:10 a. m. On Saturdays enty 1 p. m.

Long Branch, Bay Head Junction, and intermediate stations, via Railway and Amboy, 9 a. m., 12 noon, 3:30 and 5 p. m. On Sunday, 3:15 m. (Does not stop at Asbury Fark.)

Boats of "Brooklyn Annex" connect with all through trains at Jersey City, affording a specity and direct transfer for Brooklyn travel. Boats of "Brooklyn Annex" connect with all through frams at Jersey City, affording a speedy and direct transfer for Brooklyn travel. From Pittaburg, 6:20 and 11:20 a. m., 7:30 and 10:20 p. m. dally. From Washington and Baltimore, 6:30, 6:50 a. m., 3:50, 5:30, 9:25, 10:30 and 10:50 p. m. Banday, 6:30, 6:20, 6:50 a. m.; 10:30 and 10:50 p. m. From Baltimore 1:20 p. m. on Sunday, 9:35 p. m. From Philadelphia, 3:30, 6:20, 6:30, 6:40, 13:30, 8:40, 10:40, 11:40 a. m., 1:20, 2, 3:50, 5:30, 6:30, 7:30, 8:50, 8:50, 6:20, 13:30 and 10:50 p. m. Sunday, 3:50, 6:20, 6:30, 6:40, 11:40 a. m., 6:20, 7:30, e:30, 6:40, 11:40 a. m., 6:20, 7:30, e:30, 6:20, 10:35 and 10:50 p. m. TO PHILADELPHIA. TO PHILADELPHIA.

THE OLD-ESTABLISHED ROUTE AND SHORT LINE 20 THAINS EACH WAY WEEK-DAYS AND 9 ON SUN-DAY, 3 STATIONS IN PHILADELPHIA, 2 IN NEW-YORK.

DOUBLE TRACK, THE MOST IMPROVED EQUIPMENT, AND THE PASTEST TIME CONSISTENT WITH ABSOLUTE SAFETY.

Express Trains leave New-York, via Desbrosees and Courtlandt Street Ferries, as follows:
6.15, 7.20, 8, 8.23, (9 and 10 Limited), 11 a. m., 1, 3.20, 3.40,
4, 5, 6, 7, 8, and 9 p. m., and 12 night. Sundays, 5, 3, (9 Limited), and 10 a. m., 4, 6, 7, 8, and 9 p. m., and 12 night. 720 a. m. and 4 p. m., running through via Trenton and Camdem.
Returning, trains leave Broad Street Stations Philadelphia, Returning, trains leave Broad Street Stations Philadelphia, 12:00, 53:20, 24:6, 65:0, 73:0, 8:20, 8:30 and 11 a. m. 12:00, 53:00, 5 STONINGTON LINE FOR BOSTON.

CONNECTING WITH ALL POINTS EAST.

Reduced fare, \$3 to Boston for first-class thekets, good on ly as specified on their face.

Elegant steamers leave daily (Sundays excepted), at 4.30 p.

m. from Pic: 33 North lilver, foot of Jay-at., New York, arriving in Boston at 6 a.m. Thekets for sale at all principal ticket offices.

PROVIDENCES LINE, for fraight, colv.

ticket offices.
PROVIDENCE LINE, for freight only. Steamers leave from Pier 29 North River, foot of Warren at, 4 30 p. m. daily (Bundays excepted), for Boston via Providence direct.
W. POPPLE, Acting General Passenger Agent.

MINES AND MINING.

WEDNESDAY, Jan. 24-P. M. A moderate amount of business was done in mining stocks to-day, and the tone of the markets generally was strong. Sierra Grande, however, was off 10 cents at 2.65. Robinson Consolidated was firm at 1.25, and Chrysolite was steady at 1.45. The Leadville shares generally were strong. Grand Prize made exceptional advances from 57 to 80. The Comstocks were higher on a small business.

Names.	-ACTUAL SALES			SHARES	BOLD	
	Open ing.	High est.	Low-	Final	Am.	N. Y.
Allce	2.45		2,45	2.45	100	****
Alta	.12	.12	.12	.12	- 25/2	100
Amie	1.18	19	.18	.19	1,500	4,500
Argenta	.52	.62	.52	.52	4 32.00	200
Marcetona		.22	.22	.22	1,200	777
Best and Belcher			3.50		110	a 222
Belie Iste.			1.00	1.00		2,200
Big Pictaburg		.15	.15	=.15	****	100
Bodie	1.90	1.90	1.00	1.90	2000	2,000
Bradshaw	.37	.37	.37	.37	300	2,000
Buiwer		.94	.91	.91		****
Calaveras	,02	.02	.02	.02	1,500	2,400
'allfornia		.21	.21	.06	0.000	1,000
Cherokee		.06		.06	200	1,80
Durvaoilte	1.45	1,45	1.45	1.45	200	600
Zimax	.10	.10	.10	.52	700	1,200
Cen. Virginia		.04	.04	.04	1,300	
rowell		12	.11	.12	6,900	4,200
Decatur	10.2	.24	224	.24	-	8,400
Elko			.51	.58	1,900	
Enterprise Con Fannto Barret		2.20	2.20	2.20	200	
Gold Strine		.08	.07	.08	600	
Frand Prize			.65	.80		1,240
Great Eastern	.03	.63	.03	.03	1,100	200
Green Monntain	.53	.25	.53	.54	4000	1,000
Harlem	1.00		1.00			1,300
Hibernia,	.06	.06	05	0.0	60u	600
Horn Silver	7.00	7.00	7.00	7.00	100	6,000
Imperia.*	.06	.06	.06	.116	Post	100000000000000000000000000000000000000
ron Silvar		2.60	2.55	2.60	200	0.000
Lacrosse	.14	.14	.14		700	3,300
Letter Calef		.43	.42	2.75	750	0,5th
Mexicah	2,50	2.75	2.38			300
North Belle Isle			.60		2,700	3,200
Oriental and Miller	.15	022	.62		3,500	Dry and I
Quartz Creek,		.07	.06	.06	1,100	0.00
Red Elephant		1,25	1.25	1.25	5,720	7,40
Starra Granta		2,65	:.60	2.65	****	1,900
Sterra Grande	2.60	2.85	2.85	2.85		200
silver Chi		.359	.39	.39	100	
outo Pacific		1,421	.09	.09	1,500	1000
Standard Con	5.88	5.88	5.89			
State Line, Nos 1 & 4	.03	.64	.03	.04		
State fane. Nos 2 & 21.	.09	.00	.00	400	1.000	- 410
Satro Tannei		23	23	,28	3,100	2,100
Paylor-Puma	17	17	17	1.7	2.600	***
Puscarora	20	.20		.20	1,100	450
Union Conf	240	2.40	2.40	2.40		200

* Seller 60; † seller 30; † bayer 30. CLOSING PRICES OF CALIFORNIA STOCKS.

San Francisco, Wednesday, Jan. 24, 1883,

[BY TELEGRAPH TO THE TRIBUNE.]

SAN FRANCISCO, Jan. 24.—The demand for Savage and Hale & Norcosa is the result of the striking of stringers of ore in the joint drift on the 2,600 Lievel. The ore assays \$10 per ton. The prespect for improvement is reported favorable.

The Middle Comstocks are moderately active at a slight advance, in sympathy with Savage and Hale

A Norcross.

An important strike has been made in Columbus Con., Candelaria, Nevadia, causing activity in stocks of other mines in the same district.

Argenta has purchased a half interest in the Grand Prize Mill for \$50,000.

The winzes sinking from the 350 to the 450 level in Navajo continue in good ore.

Builion valued at \$41,740.84 was received in this city yesterday from the mines.

The secretary of the Spring Valley Hydraulie Gold Company reported yesterday: "A telegram from our superintendent, received this morning, informs us that the cleanup at our mine yielded over \$100,000, and that a further cleanup in a month's time will yield \$25,000 more. This will represent the producted a little over six months, and now that we are in a position to work the lower tunnel to advantage, and shall be using a third more water than hitherto, it is only reasonable to suppose that this rate of production will be largely increase of water, and were not wasting through the lower tunnel under favorable circumstances, it having ocen only recently that a sufficiently large opening was made in the gravel at the mouth of this tunnel." Bullion valued at \$41,740 84 was received in this

Standard Consolidated official report for week ending January 13 shows: Ore extracted and shipped to mills, 1,427 tons; builton shipped to the company, \$25,572 60. East crossent, 1,000 level, is in 1,190 feet. East crossent from south drift is in 202 feet. South drift from east crossent, 700 level is 349 feet long, and shows venu in face 18 inches wide. North drift from west crossent is 284 feet long, and is in hard blasting ground. South drift No. 1,500 level, is in 359 feet, where the vein is 14 feet wide. Upraise from this drift is un 228 feet, and shows the vein 12 feet wide. North upraise is 244 feet high,—average width of vein, 7 feet. South drift No. 1, 385 level, is 448 feet long, and shows the vein 10 feet wide. The stopes conand shows the vein 10 feet wide. The stopes con-tinue to look well.

time to look well.

Bodie Consolidated official report for week ending Jannary 13 shows: Ore crushed, 135.7 tons; average assay value of pulp, \$48.45 per ton; that of sacked ore, \$271.84; of tailings, \$7.03. Boillion shipment, \$5.723.23. Stopes will soon be opened from 770 level of shaft, where the vein has been reached by the short east crosscut, showing rich ore. North drifts on rich vein irom 670 and 723 levels of winze No. 17 are respectively 109 and 102 feet long. There is no essential change either in these drifts or in the stopes therefrom. South drift No. 5 on same voin at 780 level is 126 feet long. From this drift a stope rise is driving at a point about 55 feet south of the long west crosscut. North drift, 800 level, is 24 feet long. Work in this drift was suspended on the 11th, at the men were removed to the 700 level, to continue susking winze No. 3, from which they were driven by water in Angust last.

Final Consolidated official report says: "Onr small.

No. 3, from which they were driven by water in August last.

Final Consolidated official report says: "Our small furnace is turning out about 9 tons bullion daily, trons about 20 tons of ore, of which latter we have already mined and stored at furnace, chutes and drifts. 10,000 tons. . . . Another furnace will soon be added, of a capacity of 50 tons, when will be a matter of little expenditure, there being sufficient boiler capacity to run three furnaces. Besides our lead-ore proposition, we have already developed large bodies of dry free-milling ores, assaying from 50 to 80 ounces silver, and being situated on the Gira River, we have taken up water-rights and milli-site icr the purpose of erecting a 20-stamp mill within this year. However, we are not rushing it, in order to accumilate funds from the result of our smelters. We have plenty of wood and water, and had our Eureka Smelter been a more scientific one at the start, we would have been running ten months ago." onths ago.

THE PETROLEUM MARKET.

NEW-YORK, Jan. 24. There were large and excited dealings at the Petroleum Exchanges to-day. The sales were mor than double those of yesterday, and were only 200,00 barrels less than the record at the Oil City (Penn.) Ex change. The market opened moderately strong, but sear the close became rampantly "bullish." The contrast, as regards both price and activity, with the market last week is remarkable. Tue price opened a shade below last night's figure at 9319, but throughout the morning there was a stend hardening in quotations. The advance, however, was slow until about 2 p. m., when the lively action of the Oil City market influenced speculation here, and from that time to the close dealings were large at rising fig-ures. The price touched \$1 04 near the close and ended strong at 99% cents, a gain of 6 cents a barrel. The mar ket closed bnoyant.

The cause of the confident feeling among operator was the positive assertion in private dispatches from the oil regions that the Patterson well had proved to be dry. Official information is yet unavailable, but the unofficial news comes from the most responsible dealers in Oil City The significance of this news lies in the fact that the failure of the Patterson well naturally will tend that the failure of the ratterson well haddrawly will tend to discourage fresh developments in the Cooper district and will go to confirm the theory, supported by the unimportant character of the production of other wells recently opened there, that the Cooper tract is productive only in spots. Hence all enterprises in drilling new wells there must be hazardous, on a commercial basis. The possibility of alheavy outflow from the Patterson well has hung like a cloud over the market for ten days past. Naturally, its apparent removal finds the trade ready for areactionary movement. The Forest County desicrs are reported to have been large buyers of oil recently and the feeling in the oil region is "builtsh." Watson & Gibson to-day have advices that The Oil City Derrete will to-morrow publish the statement that the present daily production is about 59,000 barrels, the previous estimates having been 65,000 barrels. The official report for last Monday of United Pipe Lines and Firewater Pipe Line "runs," received to day, shows a product of 59,940 barrels against a run of 77,277 barrels on January 19, and of 99,850 barrels for the two following days, including Sunday.

On the other hand, there is no doubt that several producing companies have made large purchases of land adjoining the Patterson property. This shows that faith in the fertility of that region will not be discouraged by the failure of two or more wells. The total advance recorded by the market since Saturday is 9 cents per barrel, equivalent to an increase in the value of the present stock of about 34,000,000 barrels of nearly \$5,500,000.

The total sales at Oil City were reported at 2,886,000 that the Cooper tract is productive only in spots, Hence

harrels. At the New-York Exchanges the sale (2.743,000) were 1,481,000 barrels in excess of yester day's record, being in datail as follows: N. Y. Pet. Nat. Pet. 9314 9314 9314 9314 9314 9314 9314

The refined petroleum market was unchanged at 75.25 ft the recent advance in crude is at all maintained to morrow a higher movement in refined off may be looked for.

STANDARD CONSOLDATED MINING CO.,
SAN FRANCISCO, Jan. 20, 1883.

THE FOURTH ANNUAL MEETING Of the Stockholders of the above named Company, for the of THE FOURTH ANNUAL MEET LINE to the clear stockholders of the above named Company, for the election of soven Directors and the transaction of such other business as may be presented, will be held on MONDAY, Feb., 1883, first Monday in February, at 1 o'clock p. m. on that day, at the office of the Company, Room No. 29, Nevada Block, No. 309 Montgomery At, San Francisco, Cal. Transfer-books will be closed in New York on January 22, 1883, and in San Francisco on Thursday, February 1, 1883, and in San Francisco on Thursday, February 1, 1883.

WILLIAM WILLIS, Secretary,

OFFICE OF THE WINDA GOLD MINING CO.,
61 BROADWAY, NEW-YORK, Jan. 25, 1883.

THE ANNUAL MEETING of the Stockholders of the Winda Gold Mining Company, for the sleep thon of Trustees, and for the transaction of such other business as may come before the meeting, will be held at the sleep than an analycome before the meeting, will be held at 14, No. 61 Broadway, New-York City, on WEDNESDAY, February 15, 1883, and reopen on February 15, 1883, and reopen on February 15, 1883.

NEW-ENGLAND GOLD AND SILVER MINING COMPANY.

THE ANNUAL MEETING of the Stock-holders of this Company for the election of Trustees for

Theiders of this Company for the election of Trustees for the coming year, will be field at the office of the Company, No. 546 broadway, New-York, on Tuesday, January 30, 183, at 11 o'clock a. m. Trussfer books will close January 22 and repen January 30, 1883. F. NICHOLS, See'y, Dated New-York, January 17, 1883.

Ocean Steamers.

ANCHOR LINE. U. S. Mail Steamers.
NEW.YORK and GLASGOW, via DERRY,
from Pier 20, North River, New-York.
FURNESSIA Jan. 7, 8 am., inc., 1/1A. Pen. 10, 7 a. m.
ANCHORIA., Feb. 3, 1 s. m. | DEVONIA... Feb. 17, 2 p. in
GLASGOW, LIVERPOOL. BELFAST or LONDONDERRY,
Cabins 260 to 880. Excursion tickets at reduced rates,
second Cabin, 340. Steerage—Ontward, 523. Prepaid, 330.
For break of "Tours in Secondad," lates, plans, &c., apply to
HENDELISON BROTHERS, Agents, 7 Bowling Green.

BENDERSON BROTHERS, Agents, 7 Howing Green,

New and directine to the South of France,

NEW YORK AND BORDEAUX DIRECT.

CHATEAU LEDVILLE, 4,000 tons, Sat. Pec. 3, 1 s. m.

Traveliers for France, Spain and Italy, Pyrenees, Pan,

Nice, &c., will save time and expense by taking this line.

Cabin (including wine), \$80, Steerage, \$23, For passage

apply to

F. LE BOULANGER. 46 Beaver-st. CUNARD LINE.

NOTICE—"LANE ROUTE."
FROM NEW YORK TO LIVERPOOL VIA QUEENS.
TOWN.
BOTHNIA Wednesday, Jan. 31, 11 a m.
CATAJONIA Wednesday, Feb. 7, 3 p. m.
GALLIA Wednesday, Feb. 14, 11 a.m.
PAVONIA Wednesday, Feb. 14, 11 a.m.
Cabin passace, 860, 850 and 8100.
Steermen increase to and from all parts of Europe at very low
rates. Freight and passage office, No. 4 flowling-Green.
VERNON II. BROWN & CO., Agenta. GENERAL TRANSATLANTIC COMPANY Company's pier (new), No. 42 North River, foot of Morton-st.
Travelers by this line avoid both transit by English railway and the discomfort of crossing the Channel in a small

LOUIS DE BEBIAN, Agent, No. 6 Bowling Green,

CERMAN AND U. S. MAIL STEAMERS,
NORTH GERMAN LLOYD

STEAMSHIP LINE BETWEEN NEW YORK,

SOUTHAMPON AND BREMEN.

MAIN. Saturday, Jan. 27 | Gen. WERTEER, Sat. Peb. 10

SALIER. Saturday, Feb. 17

SALIER. Saturday, Feb. 18

SALIER. SATURAY, FEB. 18

SATERAGE PASSAGE FOON NEW YORK to SOUTHAMP.

FIRST CABIN. AVRIGE OF BREMEN.

FIRST CABIN. SOUTHAMP.

STEERAGE, 850.

Return tickels at reduced rates. Prepaid Steerage certificates, \$24, Steamers sail from Pier between Second and Third-ste, Noboken, N. J.

OELRICHS & CO., 2 Bowling Green.

GUION LINE.

GUION LINE.

GUION LINE.

GUION LINE.

Leaving Pier 38, N. R., foot of King 45

Leaving Pier 38, N. R., foot of King 45

NEVADA.

ALASKA.

ABUSONA.

ABUSONA.

ABUSONA.

Tuesday, Feb. 3, 1p, m.

ABUSSINIA.

Wednesday, Feb. 13, 89, m.

Leaving Pier 38, N. R., foot of King 45

Tuesday, Feb. 13, 89, m.

ABUSSINIA.

Tuesday, Feb. 13, 89, m.

Leaving These steamers are built of iron, in wider-light compartments, and are furnished with every requisite to make the passage across the Atlantic both safe and agreeable, having bath-room, smiking-noom, drawing-room, pisao and library; also experienced surgeon, stewardses and cateror on each steamer. The state-rooms are all upper deck, thus insuring those greatest of all insuries at sea, perfect ventilation and light.

Cabin passage (according to state-room), \$50, \$80 and \$100, Intermediate, \$40. Stearing set low rates.

OFFICE, NO, 29 BROADWAY.

WILLIAMS & GUION.

INMAN ROYAL MAIL LINE STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.
CITY OF RICHMOND... WEDNESDAY, Jun. 27, 7a m.
CITY OF RICHMOND... WEDNESDAY, Jun. 27, 7a m.
CITY OF BELLIN... SATURDAY, Jun. 21, 7a m.
Steamers marked (*) do not carry intermediate passengers.
From Pier 36 (new number), North River.
CABIN PASSAGE, 860, 880 and \$100. Intermediate, \$40.
STEERAGE, \$28. Prepand, \$40.
JOHN G. DA LE. Agent, 31 and 33 Broadway, N. Y.
Philadelphia Office, No. 103 South 4th-st.

IMPERIAL. GERMAN. ALAI.

N. Y. HAVANA & MEXICAN MAIL SS. Line.
Steamers leave WEEKLY from Pier 3, N. B., at 3 p. m.
FOR HAVANA DIRECT AND FOR VERA CRUZ
via Hawana Prorreso. Campeche and Fronters.
CITY OF ALEXANDRIA. Thursday, Jan. 25
CITY OF WASHINGTON. Thursday, Feb. 3
CITY OF WASHINGTON. Thursday, Feb. 3
Small tables in dining-from. These steamers carry doctors.
F. ALEXANDRE & SONS, 55 Broadway.

ticket, \$28. being \$2 lower than most lines. F. W. HURST, Manager, 69 and 73 Broadway. N. Y.

PACIFIC MAIL STEAMSHIP COMPANY'S LINE FOR CALIFORNIA, SANDWICH ISLANDS, 1APAN, GHINA. NEW ZEALAND, AUSTRALIA, CENTRAL and SOUTH AMERICA and MEXICO, From New York beir foot Canalast. N. R. FOR SUN Francisco, 1st Isthmus of Panama. ACAPULCO sails Thursday, February I, Boom. Connecting for Central and South America and Mexico From San Francisco, 1st and Branana sis. For Japan and China.

O. & O. Sa. Ocanin sails The day, Jan. 3), 2 b. m. Excursion Tickets between San Francisco and Yokohuma as apecial rate.

For HONOLULU, NEW ZEALAND and AUSTRALIA. City of New Yolk Sails Saturday, Feb. 19. 2 p. m. Or on arrival of London mails at San Francisco.

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